

Chief, Industrial Division, ORR

10 June 1958

Chief, Aircraft Branch, D/I

Priority Requirements

25X1A2g

USSR Aircraft Industry

Background

In December 1957 the USSR announced that the Ministry of Aircraft Industry (MAP) had been abolished and replaced by the establishment of a new State Committee for Aviation Technology. The new organization undoubtedly will play the major planning and policy role in the development and scheduling of production of military aircraft.

Basic Guidance

Information as to type of aircraft produced, rates of production or aircraft factory serial numbers is of first concern. Information as to size of labor force or number of shifts worked would be of value. General information about the factory, factory site and factory airfield is also desired.

<u>No.</u>	<u>Targets</u>	<u>Location</u>
1.	Aircraft Plant No. 22. This plant probably would be involved in any new production of a heavy jet bomber.	Kazan N55-52, E 49-08
2.	Aircraft Plants #1 and #18. These are experienced bomber plants. Their combined capacities result in the largest bomber complex in the USSR.	Kuybyshev N53-13, E50-30
3.	Aircraft Plant #39. This plant is probably the 3rd or 4th largest plant in the USSR aircraft industry. It has had bomber and transport experience. Possibly would be used by the Soviets in any	Irkutsk N52-21, E104-12

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25X1A2g

**SUBJECT: Priority Requirements**

No.

Targets

Location

(3. continued)

new heavy bomber program.

4.

Aircraft plant #160. Expansion of factory and factory airfield are known to be under way. It is a possible site for the production of a nuclear powered aircraft.

Omsk  
N 54-58, E73-27

5.

Aircraft Plant #31. This is the largest and most important fighter plant in the USSR. It is considered to be involved in new types, some of them probable capable of supersonic performance.

Tbilisi  
N 41-40, E44-55

25X1A9a

**Distribution:**

Orig. and 1 - Addressee

1 - D/I

2 - I/AR

ORR:D/I/AR:lr (3835)

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